

**ALASKA INDUSTRY COUNCIL MEETING
MINUTES
February 13, 2008**

The Alaska Industry Council met at the Alaska DOT/PF Building on February 13, 2008 at 8:00 a.m.

The following agenda items were presented:

Introductions	Round Table
Opening Remarks	Jere Hayslett
Technical Update	Jere Hayslett
Operations Update	John Marksteiner
AIC Update	Jim Cieplak
Navigation Services Update	JoAnn Ford
Information Sharing	All
Industry Feedback (Round Table)	All

Opening Remarks – Jere Hayslett

Jere Hayslett opened and chaired the meeting. Round table introductions followed. Rich Sewell introduced the new Deputy Commissioner of Aviation, Christine Cline. Jere reminded the group that March 3rd is the deadline for public comments on the NPRM.

SBS Technical Update – Jere Hayslett

Jere presented the Technical update. The information below is a summary of the ground infrastructure in progress in the State of Alaska. A map in the February presentation depicts the location of the 15 proposed JNU WAM sites.

SBS/Segment I (FY 07-10)

- Wide Area Multilateration (WAM)
 - Site selections have been finalized
 - 15 total sites proposed
 - 13 sites to be installed FY08
 - Contract Proposal under review
- **Service Volume 6 (ANC-FAI), 11 (OME), and 13 (OTZ)**
 - Engineering started for 5 GBT's
 - Anchorage - Complete
 - Fairbanks – 95% Complete

- Kotzebue – 50% Complete
- Curry – Location being finalized
- Nome – Green Site, survey in spring 08
- Conduct Surveys for 6 additional GBT's, to provide essential services

Current AWOS Projects

- **Complete FY08**
 - Teller, Walles, Chevak, Kiana, Shungnak
- **Planned for FY08-09**
 - Brevig Mission (KTS), White Mountain (WMO), Elim (ELI), Shaktoolik (SKK)
Bob Curtis Noorvik (ORV), Galena (GAL), Barter Island

Current Communication (RCO) Projects

- **Planned for FY08-09**
 - White Mountain
 - Brevig Mission

A concern was brought up regarding a gap of coverage at Galena due to the fact that the Air Force's is going to shut down that site in OCT of this year. Jere stated that the Air force is shutting down Galena because it is a BRAC action, which is a law. The FAA is aware of the problem and is working with their leasing people to get all the leases in place and get equipment for the AWOS's installed prior to Oct of 2008. Hopefully this will help to alleviate the issue. Unlike Galena, Barter Island is not a BRAC action. However, the Air Force NOTAMd out the Barter Island NDB over three years ago, due to an electronic parts procurement problem and unsafe poles. The USAF informed the FAA via the JNDP that they would not be replacing the NDB system. Per agreements between the Barter Island military POC Jerome Keeney and FAA Airports Division, the USAF agreed to keep the Barter Island AWOS operational until 30 Sept 2008 to give the FAA time to get their weather observation system installed.

The FAA is also working with Military Liaison's to see if they can maintain the military equipment until the FAA can get in and replace it with their own equipment.

Operations Update – John Marksteiner

Operations Support Lead, John Marksteiner, presented the SBS Program office operational overview. Agenda and description of operations support role is below.

- **Operations Support Overview**
- **CONOPS**
- **Current Applications**
 - Merging and Spacing
 - CDTI assisted Visual Separation (CAVS)
- **Future Applications**
 - In Trail Procedures
 - Surface Alerting

Operations Overview

- **Responsible for providing the support necessary for the successful implementation of SBS into the NAS**

- **The focus deals with the air traffic controllers and pilots who will be using the applications made possible by the SBS technology**
- **Specific sub elements include:**
 - Program Management
 - CONOPS development
 - Computer Human Interface for implementation of ADS-B surveillance on controller displays
 - Development and initial implementation of both current and future ADS-B based applications
 - Development of proposed changes to airspace and procedures to take advantage of SBS capabilities
 - Development of both controller and maintainer procedures and training requirements

CONOPS

- **The CONOPS Team is responsible for drafting, coordinating, and maintaining the SBS Concept of Operations document.**
- **The CONOPS identifies SBS enabled applications. The applications provide traceability to system requirements and are *used by the benefits team to identify operational benefits.***
 - Surveillance Broadcast Services (En Route, Terminal, Surface)
 - Enhanced Visual Acquisition
 - Enhanced Visual Approaches
 - Final Approach and Runway Occupancy Awareness
 - Airport Surface Situational Awareness *and Alerting (v3)*
 - Conflict Detection
 - Traffic / Flight Information Broadcast Services
 - *CDTI Assisted Visual Separation (CAVS) (v3)*
 - *Merging and Spacing (M&S) (v3)*
 - *In Trail Procedures (ITP) (v3)*

Current Application Development and Support

- **Refining operational concepts and requirements for ADS-B applications that will improve overall operations, e.g., safety (improved traffic awareness), capacity, and efficiency, thus providing benefits to the airlines and the FAA.**
- **Includes applications identified in the Conops.**
- **Activities that will accelerate users' benefits from SBS operational implementation in the NAS and that will mitigate FAA SBS program risks**
 - **Focus will be to engage with U.S. and international aviation community to support FAA rule-making, procedure development, safety analyses, certification processes, business-case assessment, and international leadership**
- **Tasks include Merging and Spacing (M&S), CDTI assisted Visual Separation (CAVS) and Controller Performance using ADS-B**

For the full report, contact Stacy Portlock at (907) 271-1675

Navigation Services Update – JoAnn Ford

JoAnn Ford reported on the following Navigation Services.

- Current NAS LPV Totals
- Update 2008 Planned WAAS LPVs in Alaska
- Update of WAAS Software Release 8/9.1 and 8/9.2; and Alaska WAAS LPV vs. LPV 200 Availability
- Status - 4 remaining Alaska airports w/ "WAAS VNAV Unavailable"
- LP Approach vs. LPV Approach – avionics perspective

For the full report, see February's Industry Council presentation at: www.faa.gov/capstone

AIC Update

Jim Cieplak updated the Industry Council concerning the AIC's visit to Juneau to address the State Legislature. Below is a summary of the group's progress in this area to date.

On January 25, 2008, Governor Palin held a press conference to announce a low-interest state loan program designed to help commercial operators equip with ADS-B enhanced avionics. House Bill No. 340, filed with the State House of Representatives and Senate Bill No. 249 filed with the State Senate would establish a new loan fund called "Alaska Capstone Avionics Revolving Loan Fund" totaling \$4.8 million. Jim stated that the wording for the bill was very good and in some paragraphs actually took wording from the AIC statewide plan.

The state loan fund would provide the following funding in July 2008:

- Approximately 400 loans the first year.
- Additional 60 loans each year for a total of four years, which is based on cash flow from repayments and fund earnings.

Based on the estimate above, approximately 640 aircraft could be equipped if operators take advantage of the loan program. Under the program, a loan for \$12,000 would be repaid over a 10-year term at an annual percentage rate of four percent. This would result in a monthly payment of \$122, or an annual payment of \$1,480.

February 13 -15, 2008, Wilfred Ryan, President of the Alaska Air Carriers Association; Joe Pearson, President of the Alaska Airmen's Association; and Jim Ceiplak, Alaska Safety Foundation; spoke with approximately 30 legislative leaders in Juneau, as well as Randy Ruaro with the Governors office on the importance of passing the loan bill. Every one of them has been very supportive in regard to moving the bill forward. On February 22, 2008 Wilfred Ryan along with Mike Steadman will testify again before the Senate Finance Committee regarding the loan proposal and the possibility of modifying the bill language to allow for a forgivable loan program or a grant that will provide sufficient incentive for all 4,091 aircraft owners to equip.

The bill has passed through the house and is now with the Senate Finance Committee.

A question was raised regarding only 400 loans the first year. Jim explained that the State knows the need for additional money to equip the rest of the 4,000 aircraft is there, and that the dollar amount will have to be adjusted next year; this amount is just to get started with equipage and see if people start utilizing the resource.

The AIC continues to meet on a regular basis to strategize equipage funding opportunities, outreach opportunities and best business development practices.

Conclusion

The meeting was adjourned.